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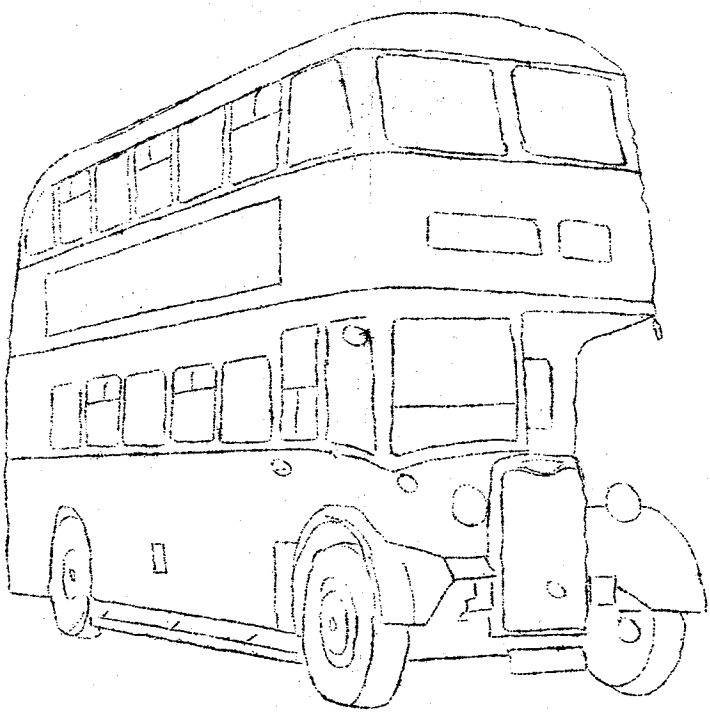
MJ News



The Monthly magazine of:
THE SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

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SOCIETY NEWS

A very much rushed newssheet after clearing up the chaos of jumble-sale preparations.The jumble sale made a very welcome £25 - thankyou very much to all concerned.

There was an attendance of 25 at the second Society film evening at which films were shown by David Tummon, P.Angell,Phillip Hanwell,Bruce Ward and myself.It was,I think,enjoyed by all and another one will be arranged in the next few weeks.

A group of 20 members joined LRB 750 on a rally in St.Helens on 28th.Sepetmber.Our little coach performed very well,and we were able to increase our revenue considerably through sales of old timetables and models.

At the time of writing the draw for the raffle is still a few days away.Thankyou very much for all your support in this - quite a number of members have sold over £1 of tickets.Full details of total moneys taken will be available immediately following the draw.

We have been informed by Cardiff Corporation that there is to be a further delay in the withdrawl of the trolleybuses,and the system will probably not now close until the end of the year.We will keep you in touch with full details of this,and any arrangements made regarding a Society visit to Cardiff.

It is a very long time since we hired a bus for a tour,and it is about time we put matters right.Thus, enclosed are details of our next tour,to be held on SUNDAY NOVEMBER 2nd.,to the very popular Hull and East Yorkshire district.Do join us for a very enjoyable day out.

Public relations - in the past months we seem to be getting somewhat divourced from a large number of our members,who rarely see either myself or any others of our group,and thus whose only contact with the Society is through the newssheet.This,of course,reduces enthusiasm, and I think it is about time we got round to see some of you more often,so that you can share the Society with us. Thus,this newssheet will be delivered to many of you living locally,by hand,and,in the future we hope not

only to be able to do this more often, but to come round in one of our vehicles to see those living a little further afield at regular intervals, so that everyone may be kept in touch, and interest kept alive.

SMALL ADVERTISEMENT

FOR SALE Buses Illustrated 2/= each

1964 : 107/8/10-11/13-4/16-7
1965 : 118-9/121-5/7-9
1966 : 131-7/9-41 1967 ; 142/5/6/9-51/3
1968 : 157/61-3/5 1969 : 166/7/9/72-3
MODERN TRAMWAY 1969 : 375-7 2/= each

N.B. When ordering any of the above please state an alternative

READING TROLLEYBUS STOP for sale. The best offer received by 21st. October 1969 will be accepted.

FROM : P.D.FOX, 149, NETHERSHIRE LANE, SHEFFIELD, S5 ODD

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT The full batch of Atlanteans are

1135-49 BWB 135-49H Leyland HR2/1 901118-21/230-7/381-3
Park Royal H79D

These are mainly operated, now on the double-deck OMO services which began on 7th. September, the first in Sheffield. Electrically operated setright machines are used, and routes involved are 10, 49, 89, 7, 120, 194 and 5. The other route changes detailed in previous newssheets also came into force on that date.

The Greenland Atlanteans have now started arriving, and the first two are : 543/4 BWB 543/4H. These are identical to 1135-49.

About 58 new buses will be bought every year under a new replacement scheme which means buses will be ordered two years in advance. For the 1970/1 programme FLEETLINES have been ordered with Park Royal bodies.

Demonstrators are appearing in force on Sheffield routes - Seddon TBU 598G appeared again on service 51 at the beginning of the month, but again had been sent back to the makers with brake defects after only two trips. Daimler/Alexander SDU 930G is at present in use on the svc. 51, and also, after a spell with Rotherham Corporation, Atlantean MTF 665G has been borrowed until 17th.

October,and is mainly to be seen on svc.43.

Three Atlanteans,1128/9 and 225 have all their extenal adverts,and most of the internal ones for the same firm (The House of Nets,Sheffield)

1101-8 have been transferred from Hr to Ld,and 1274-8/81 from Hr to EB.1101-8 and 543/4 carry a new destination blind (Known as the 'CITY' blind) which includes such destinations as 'SCHOOL' and 'HERRIES ROAD'.

1143 was on show at the Sheffield show in Hillsborough Park on 4th - 6th September.

1008 has been converted to OMO.

Buses on reserve at Herries have been either withdrawn or reinstated as follows: 849,855,856,857,858 for disposal. 847,52,54 returned to service.

Delicenced : 501,850,1255,1262,1264,1265,1267,1269,1270, 1280,1282.

1778/9 were transferred from Ld to Hr on 21/9/69.

Bke works - (full or partial repaint)

30/7/69 1292* 19/8/69 1294 20/8/69 1254* 21/8/69 1293 25/8/69 1297 *= partial repaint only.

At the rear of East Bank on 7/9/69 were : 148,439,462/3, 522,783,1255-8,1260/2-3,1270,1284 plus JWB 416 and CMN 986. of these 522 has now been withdrawn,and CMN 986,the Isle of Man Bedford WTB has been removed.

Detail differences - The batch of AEC double-deckers, 435-60 have two distinct types of front mudguard.One type is an attractive curved design,and the other a more square looking design.A recent check has been made and the position is as follows:

435-442/4-8/56-60 Square mudguards
443/9-55 Curved mudguards.

It is believed that AEC did change this design just about the time the above vehicles were built.

R.Banks, P.Ireland, J.H.Turner, P.Beardsley, A.E.Barber

ROTHERHAM 211 mentioned in last Month's issue should read 209. On loan:

MTF 665G Leyland Atlantean 802755 Park Royal H47/32D
KKV 700G Daimler Fleetline 62745 Willowbrook B43D

The Atlantean was used on rte.69,and the fleetline on rte.27.

P.Ireland P.Beardsley

MEXBOROUGH AND SWINTON the transfer of this fleet to Yorkshire Traction came about on 1st October On Monday

29th.September Yorkshire Traction fleetnames and numbers were given to the vehicles.On Tuesday 30th.September a few SOES members visited the depot in the evening to pay their final respects.The new numbers are:

M & S	Y.T.C.	M & S	Y.T.C.
1-9	677-85	10-14	689-93
19	751	20-25	694-9
50-58	585-93	100-1	191-2
108-10	19-21	112-4	194-6
115	197	116	193

D.E.Jane

CHESTERFIELD

New are: 91/3/5/6/8 ENU 91/3/5/6/8H Leyland Panther 803193/293/396/7/586 Northern Counties B49D plus 18

185,186 are the only two remaining Guys

195,the withdrawn Daimler is used for spares for other vehicles in the batch.

The Parks Department Crossley bodied Crossley has been withdrawn and sold for scrap.

On 7-9-69 routes 20 and 37 were converted to OMO.Also,from this date routes 48,51,53,54,56 became OMO on SUNDAYS only.

DERBY CORPORATION

Another bus to be painted in the blue livery is 230 The new Fleetlines have chassis nos. 63551-63568. Withdrawn are : 22,27,31 ACH 622/7/31 33/5 BCH 133/5 82 BCH 582, 86 BCH 886

P.M.Acton

WEST RIDING Further Lodekkas are:

406-9 XNU 429-32 108124-6/36 ex.Midland Gen. 436-8/45

410-2 VRB 522-4 104020-2 ex.Midland Gen. 446-8

KFW 312/4/7/8 100023/41/85/110 ex.Lincolnshire 2301/3/6/7

RAL 974-8 (974)100172 ex.Mansfield Dist.500-4

R.Banks P.Beardsley

Bradford New are:

503-7 NAK 503-7H AEC Swift MP2R267-71 Marshall B45D

508-12 NAK 508-12H Leyland PSUR1A/1 900043-7 Marshall B45D

LEEDS New are:

1023-50 SUB 423-50G AEC Swift 5P2R695-722 Park Royal B48D

EAST MIDLAND R355/66 have been sold to Todmorden becoming

11/5 resp.

CARDIFF The following motorbuses have been seen with new style fleetnames, numbers and legal lettering. All are newly repaints except 416 :- 421,327,440,457,465,500, 501,416. None of the trolleys have the new fleetname. It is in lower case lettering in white on the dark red background of Cardiff. P.M.Acton

CAERPHILLY No.29 has been repainted in a new livery of "Caerphilly green" on the side panels both lower and between decks. The rest of the bus is all white, and looks quite attractive. Once again the fleetname is different in that the Caerphilly coat of arms and fleetname are above the drivers cab on each side. P.M.Acton

SOUTHAMPTON Further routes now converted to OMO are 8 and 16. This means that route nos. 5,8,16,18,18A and 54 are now OMO buses P.M.Acton

S.E.L.N.E.C. OPERATORS - C.E.Allen

Several mistakes and ommissions have been noted and are as follows:

ASHTON The fleet contains 59 vehicles of which 35 are rear entrance, and thus this operator is nowhere near complete OMO as yet, though 57-62 are.

MANCHESTER The Mancunian fleet is as yet:
1001-48/51-97 1101 (Atlantean/East Lancs)
2001-48/51-97

4410, described as a 'write-off' has received a reprieve and is being repaired.

3305/6/8/9/12-23/5/7-9 have NCME bodies and all PDI/3's are withdrawn. 3190/6/325,4026,3133 have been sold for scrap.

SALFORD 307 is registered PRJ 307G although 310 is PRJ 310H.

INDEPENDENT OPERATORS

Yet another firm to fall to the ever-spreading tentacles of Yorkshire Traction is Arthur Rowe of Cudworth, who operate a 2-hourly service from Barnsley to Royston. The take-over came about on 1st. October. This means that only H.Wray and Larratt Pepper remain as independent operators running into Barnsley (not counting South Yorkshire), whereas, only a few years ago, Barnsley Bus Station was the independent operator enthuiasts' paradise.

H.Wray, Hoyle Mill Recently acquired is:

rrr 97 Leyland PD2/20 Metro-Cammell L55RD
Ex.Hedingham and District.

FELIX The Fleetline replaced Regent 34

GREYHOUND A batch of ex-Plymouth PD2's has been purchased and one,KJY 291,has been noted.

(All the above news supllied by P.D.Fox and P.Hanwell)

A.C.WIGMORE HWU 403C Bedford VAL14 1874 Duple Midland B56F has been sold to Caldy Coaches,Stockport
I.R.Manning

LEON,Finningley have acquired another Bedford SB,no 75 with Plaxton C41F body reg.234 UTE. 38 (UAL 810) has been withdrawn after a driver tried to drive it under a bridge of headroom 8ft.All but the back roof panel were torn off.It was a Bedford SBG (44356) with Duple C41F body built in 1956
I.R.Manning

PREMIER,Stainforth have acquired no.78 (RYG 990) a Bedford SBG with Plaxton C41F body dating from 1956

OUH 111	is numbered	72	KWW 107D	is numbered	64
OWY 878E	"	" 65	PWR 888E	"	66
OWZ 999E	"	" 67	UWX 217F	"	69
UYC 110F	"	" 71	WWR 570G	"	74

MORGAN,Armthorpe have AWX 161G, a Bedford VAS5 with Duple Vista C29F body
I.R.Manning

The following were noted in Barnsley and Cudworth Scrapyards
Dundee - 214/5 Nottingham - 184/5/95
Manchester - 3176/80/1/8/93/326,4056
Accrington - 134/6 Chester - 55/7/77 Ashton - 2/3
P.D.Fox P.Hanwell

LONDON TRANSPORT by Nicholas Agnew

The following vehicles are currently in store,delicenced at Grays garage:

GS10,55,64 Guy 'special' single deckers

RTL73(roof box body),340,341,383,414,499,502,1529 Leyland PD2/Park Royal

RT 2630,2752,2754,2807,2817,2850,2874,2886,3346,3375,3381, 3646,3692,872,1015 All country(green) RT type Regent III's

Route 371 (Rainham-Tilbury) is to go single-devker OMO in October,when approx 9 RF single deckers will replace RT's on that route.RF332(Central Area) is currently being employed on familiarising drivers with the RF if they have not yet driven this type of vehicle on existing OMO routes.

GRIMSBY-CLEETHORPES AND HULL TROLLEYBUSES - R.Banks

Further details are to hand of these systems as follows:
CLEETHORPES The fleet was painted in three different liveries viz:
Pre-war : dark-blue with three cream bands
1939/40 - dark blue with light blue bands and roof
from 1950 - grey with light blue bands and roof

The depot was situated in Pelham Road

Trolleys 60-2 were registered HFW 153-5. 59-62 were sold to Nottingham(becoming 437-40) in 1940.On the formation of the joint board in 1957 the remaining trolleys had 100 added to their numbers so as not to clash with the Grimsby vehicles.

GRIMSBY There were livery changes here also:
1. Maroon with cream window surrounds
2. Some time after the war dark brown replaced maroon, but the maroon was later re-adopted.
3. On the formation of the joint board the Cleethorpes livery was adopted.

The depot was,and still is,for all vehicles in Victoria Road where it is still possible to see tram track,trolley overhead and motorbuses all in one depot.

1-7 were Garrett O and 6-7 were registered EE 7097/8. In 1942 3 (EE 6463) was renumbered 5.Also 13 was renumbered 18 at an unknown date.The Garretts were withdrawn in 1939 (1),1940 (4/5),1944(2/7) and 1945 (3/6).

19-24 were new in 1947

HULL The Guys mentioned last month were as follows:
53-8 RH 1211-6 Guy FCX FCX23619/22/3/8/6/5 Roe H62R (53 was H64R)
59-64 RH 1282-7 Guy FCX FCX23624/7/9-32 Brush H62R

Trolleybus route 69 replaced the A tram route in September 1942

Trolleys 1-66 were withdrawn on the following dates: 7/52 - 4,4/53 - 1,6/53 - 2,7/53 - 3/5,1/54 - 6,3/54 - 7, 4/54 - 8,7/54 - 9/10,9/54 - 11-13,10/54 - 14/15,12/54 - 16/17/26/46, 1/55 - 18-20,2/55 - 21-24,4/55 - 25,12/57 - 50/60/62,8/59 - 47/49/51/53/57/58, -/60 - 27/52/56/59/65, 3/61 - 28/29/33/36/44/48/54/55/61/63/64/66.The remainder were withdrawn between 1962 and 1964 and all were scrapped.

R.Banks.

MATCHBOX BUSES - Part 2 D.C.Tummon

I think the next model in the standard range,was no. 21, aDuple-Vega bodied Bedford coach.The first version was to a scale of 1/160 in emerald green.The body

moulding is quite good, especially the front, but my example has a slightly lop-sided rear end. One interesting point is that the emergency door is full length - this could be either for ease of moulding or possibly for the export market (?). The roof also has raised mouldings to represent roof quarter lights. The follow-up to this was to a larger scale of 1/137 and the green was darker. The front end benefitted from improved detail and the cab windscreen is better shaped. The emergency door is full length again, but there is no roof detail. The rear-end also has better definement and detail.

The next model in line is that of the B.E.A. airport coach of the London, rather than the Manchester design. The scale is 1/144 and the model is finished in all-over royal blue. Detail seems to be fairly accurate and the emergency door is the correct length. This has only one roof moulding at the extreme rear, but the bus suffers from a very narrow wheel-track. It was no. 58 in the series.

Following this came the Q1 London trolley complete with Peardrax and Oxo advertisements plus route indicator transfers for route 667. The model is finished in all-over red and possesses trolley-poles and cat-walk on the roof. However the trolley-poles are not meant to move. Scale is 1/137 - the same as that for the Bedford Coach and the only cast in which scales coincide. Production of the model ceased in 1965, 3 years after the prototype. No. 56 in the series.

Next, it is my unfortunate duty to describe the incredibly ghastly "Leyland Royal Tiger coach"., no. 40 in the series. Yeates bodies had a tooth-paste grin front in later days, but this can only be fairly described as a "toothpaste-snarl" front. The scale is 1/145 and the body is decidedly continental with odd-shaped windows in odd-places and grossly exaggerated rear wings. I think the model is unworthy of further comment and quite the worst produced, production ceasing in 1967.

MOBILE CANTEENS Part 1 D.C.Tummon

As a follow-up to Philip Hanwell's articles about 216, I thought some members may be interested in having a bit more information about the vehicles. There were two canteens - M62 and M64, later MC62 and MC64 ex 216 and 218 resp. These operated as canteens for a period of 10 years from 1958 to 1968, since when 218 has gone for scrap.

As canteens, these buses were fitted with large water tanks on steel frames against the front bulkhead, geysers, sinks, and cupboards towards the front end. Lifting flaps were provided

to allow crew through,and display cabinets for food were placed on the cupboards (the one from 216 now serves as a display cabinet for models and crush-load bookcase in my bedroom).The rear bench seats remained on board and the majority of the other seats were removed and some placed with their backs to the windows. Small bracket tables from the bus sides were erected between seats and large red fire extinguishers were placed on brackets besides the entrance position.

Outside changes were less obvious except for the blue livery with cream roof and window surrounds.218, however,was rebuilt at the back and the Weymann out-swept skirt replaced by straight panels.The rear window was also split by a central pillar.The unladen weights of both vehicles were amended and destination boxes painted over in cream.I think trafficators were added at this stage as were new rear lights and reflectors. Rear-view mirrors were also changed from oblong to circular,but this has since been rectified.From the tank a "chimney" projected through the roof and a revolving ventilator was fixed on the nearside roof at the forward end.Also on the roof was a metal frame to support planks of wood to form a catwalk from side to side - I am not quite sure what purpose this served.

The situation at present is that most of 216 is now in near original condition,although there is still a considerable amount of work to be done on it.Part II of this article will deal with the duties and haunts of the vehicles.

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3 HOURS IN DONCASTER
by Bruce Ward

On Sunday 6th.July the day had been pretty boring up to dinnertime,and thus I decided to spend the rest of the day in Doncaster.

Being already in town I proceeded to platform D for the 77 to Doncaster,but as this was being resurfaced, made my way to Platform E where I found STD 931 on the 77,standing at its former stop.Almost as soon as I boarded the 1615 hrs.crew entered,and started the bus, and we crept off in the direction of Doncaster.The front suspension creaked at almost every jilt the bus made,which wasn't helped by a complaining driver.Once passed the motorway the bus ran a little more smoothly and the journey continued without incident.

At 1518 we reached Doncaster Southern Bus Station amidst East Midland, Yorkshire Traction, Leon and Rossie buses. As I alighted I caught sight of two Regent III's, one looking magnificent in shiny new paintwork and polished radiator. These were parked in front of the bus station, presumably awaiting crews for service.

From here I walked to the Northern Bus Station, approximately 5 minutes away. Parked on stands were West Riding and South Yorkshire buses, along with the odd Yorkshire Traction.

After about 15 mins I walked back to the town centre and caught a bus to Leicester Avenue. The bus was 188, a Titan PD2 with a trolleybus body. I paid 4d half and alighted at the stop nearest the depot, entering by the old trolleybus entrance which had recently been sandblasted. There was no regulator at the depot, just two mechanics who kindly agreed to let me spend a short time looking round.

The fleet is mainly Daimler, Leyland PD2's and Regent III's with a few Fleetlines with both single and dual-ectrance.

An interesting vehicle was the tow-wagon. This, I was told, used to be old no. 21 (MDT 21), a 1953 Lowbridge Regent III 27ft. long. Now it had the top deck removed along with the platform and stairs. The blinds have been removed, but the front one has been replaced with a blind bearing the word "TOWING" in tall block capitals.

Following a Daimler up the garage I came across more Titan PD2's with trolleybus bodies, nos. 123-4. These were parked about 6 inches apart, so that the driver and conductor would have difficulty in boarding. In line with these were some Roe bodied models and some more Daimlers and Regent III's

From here I went to the back of the garage. Left outside were the old tower wagon and an old Regent III. This had the engine and cab floor removed - in fact all that remained was the metal framework of the body and the chassis. The tower wagon had no front to it, but appeared to be an old Austin or Dennis model as the radiator was still intact. The tower mechanism seemed to have rusted long ago and could no longer be used. At the very far end of another building was an ex-Ribble bus reg. FCK 853 now belonging to Costain (I add that Longdens have ex FCK 883 and I believe T. Wilkinson & sons own a bus in the FCK series).

After inspecting the wrecks I went back into the garage to venture round the single-deckers. The first, I thought, must have been an early attempt at OMO. It is a Regal III with

forward engine and doors.As the passenger boards the driver has to twist round to collect the fares and issue tickets.The bus is so made that it can be used on two or one-man-operation.

At 6.45 I boarded a bus to the town centre from the garage.I alighted and walked again to the Northern Bus Station and wandered around United Services and West Riding buses.At 7.45 I walked back to the Southern Bus Station and boarded the 77 back to Sheffield.This was again 931.

Doncaster,like Rotherham,is the ideal place to visit for old buses,and the fare is comparatively cheap.

LOWESTOFT CORPORATION TRANSPORT by G.Astin

Electric trams operated in this famous fishing port from 1903 to 1931.The service provided started at the North Station running through the town,over a swing bridge and on to Pakefield.Some sixteen trams were operated including 12 double-deckers and 4 single-deckers.During 1927 motorbuses worked several feeder services,these employing five Guy single-deckers.The one-route tram system was converted using motorbuses,during 1931. Regent double-deckers and Guy single-deckers with bodywork by United,replaced the sixteen trams.No new buses were bought from then on till 1945 when six Guy Arabs with utility Massey bodies,seating 56 were purchased.The utility Guys,some of which received extensive Alterations lasted into the mid-1960's,the last two being withdrawn in January 1965.In 1947 no less than 9 Regent II's arrived with 56-seat bodywork by ECW.These are numbered 19-27 (GBJ 190-198) and are soon to be replaced by 4 AEC Swifts.The next new arrivals were 2 AEC Regent III's in 1951,these,having like 1-6,the utility Guys,Massey bodywork seating 58.They are numbered 28/9 (LBJ 743-4) The next new buses came twelve years later in 1963,these being 2 Regent V's,again having Massey bodywork,with seating for 60.These are numbered 7-8(917-8 NRT).In 1965 came two Leylands,the first to enter the fleet,9-10 (BRT 668-9C) being Titan PD2A/30's with 62 seat bodywork by East Lancs.Since then a couple of demonstrators have been used at Lowestoft,the most recent order being for 4 AEC Swifts with ECW bodywork,these were expected in the summer of this year.

The vehicles of this undertaking are painted in a very pleasing livery of maroon and primrose.The garage and offices are situated in Rotterdam Road.which is

route operated by Eastern National. In fact nearly all routes west of the centre are operated by the latter company.

A time and faretable are available at 2d, my own dating from December 1967. The timetable is quite complex for such a small system. The main route is from North Parade to Pakefield which has a weekday frequency of 7½ minutes and a Sunday service every 10 minutes. There are 9(!) services, provided by about 15 buses. Most are branches off the main service. The maximum fare is 1/=, that being from El Alemain Road to Elm Tree Road. During 1968 there were talks with Eastern National as the latter had offered a bid for the undertaking. However the Corporation did not give in, and indeed ordered the 4 Swifts, whilst they have also applied for a summer circular service. It would indeed be a sad day if the maroon and cream vehicles no longer crossed the harbour swing bridge.

BOOK REVIEWS by Monocoach

TEN YEARS AT CRICH D.J.H.Senior 10" x 8" 53 photographs + 3 line drawings 4/= T.M.S.Publication

This is a new book produced specifically as a souvenir 10th anniversary record of the acquisition of the site at Crich. The standard of photographs is high and gives a general picture of the site developement since 1959; however I feel the Routemaster photograph is out of place. Cheap at the price.

'LEEDS CITY TRAMWAYS' R.F.Mack 8½" x 5½" 58 photographs 6/6d Turntable enterprises, Wade St. Leeds, 2.

This book appears to be a similar volume to British Tramways in Pictures by R.J.S.Wiseman, dealing with Sheffield and Glasgow. The format is very similar indeed with the usual hogh-quality photographs associated with Mr. Mack. A bit of post-war stock is given and routes closure dates. All post-war types get a look-in except for the post-war built double-decker The main theme is of various types on various routes in various suburbs. No list of preserved trams or works cars, unfortunately, but the atmosphere of the system is captured well.

Two articles have been received on Southend trolleybuses, but as these are, in a great many ways, very different both are reproduced so that a combination of the two will give a good picture of this system.

SOUTHEND TROLLEYBUSES by H.Brearley

We have to go south now for further developement to Southend where the tram fleet was run down and some replacement was needed. The track was going and so railless powers were asked for, and permission was granted to loan and operate two s/d trolleybuses on hire from Railless Ltd. Built at Shorts these were to run on the Prittle Well route. No.1 trolley was delivered on 14th. September 1925, and was used for training purposes, no.2 bus arrived on 16th October and both vehicles were put in service on that day between Victoria Circus and the Blue Boar supplementing the tram service. The vehicles ran until May 1927 when they were purchased from the Railless Company having up to then been on loan. A third trolley was hired, and ultimately purchased and became no.103. The others had been renumbered 100 and 101. The third was a demonstration bus, said to be an ADC, but this bus was an AEC registered NW 9583, and had been used in Leeds. It was single-deck. In Dec. 1927 Garretts offered the loan of a double-deck 6-wheel trolley - this was delivered in Jan 1928 and became no.104. This was purchased and a further five of the same type, up to 109 subsequently followed. Two more trolleys were ordered from English Electric of a nice design and became 110-111, arriving in 1930. Five more were ordered - AEC 661T with motor-bus fronts and dummy radiators, coming in 1932 (112-115). 116 was an AEC 663.001 the first of that chassis - a six wheeler of the same design. This was said to be used at Nottingham, returned to AEC, and re-registered at Southend, but I am doubtful about this from photograph evidence. This bus eventually became a mobile toilet. 117-21 were more AEC 661T with dummy radiators, purchased in 1933. In 1934 122 was purchased, this was an odd man out. It was built by the Glouces-ter Waggon and Carriage Co., and was the only one built. Type TDD, 2-axle double-deck, 75 h.p. Crompton West motor, vacuum brakes on all wheels, centre entrance, a very nice bus. 123 was another AEC, but a 761T Q bus. Only 5 of these were built, only one other running in this country - at Bradford, 3 going to Australia. Bradford's went to South Shields. This bus was a good one in good conditions, but

and rheostatic both on the power pedal, and really had to be driven or your passenger knew about it.

Further AEC 661T's followed 124-129 - in my opinion the best trolleybus ever built. I had personal experience of these buses during the War. 130-138 were Sunbeams, then followed 5 second-hand single-deck Leylands purchased from Teesside, and finally 9 more Sunbeams from Wolverhampton. Abandonment was declared mainly due to running in conjunction with Company buses. The final close-down of a nice modern fleet was 1954. So went another system which had been, for most of its time, a developed trolleybus system.

SOUTHEND TROLLEYBUSES by G.Astin

Of the many pleasures one could associate with Southend, trolleybuses were included, however, if you remained at the sea-front you could consider yourself very lucky if you caight a glimpse of one of the local light blue and cream trolley-buses. This system has now been defunct for some 15 years and it is most regretable that one of its trolleybuses could not have been preserved.

Trolleybus operation started here quite early, on October 16th. 1925 to be precise. On this date two Railless single-deckers were placed in service on the tram route to Priory Park. For the first two years trolleybuses only 'helped-out' but in 1927 the Priory Park route trams were completely replaced by trolleybuses. The Prittlewell (Priory Park) route was soon extended to form a Western Circular service which was numbered the 28A and 28B, and ran from Victoria Circus, along London Road, then along Eastern Boulevard to Chalkwell and back to Victoria Circus and vice versa. In July 1932 the Eastern Circular service came into being which ran to Hamstel Road, going alternatively via Southchurch and North Avenue. This service was numbered the 63A and 63B. Soon after came a third circular service which ran from Victoria Circus to Kursaal. Also a short branch to the Pier was introduced, but this service was seldom run by trolleybuses.

The last service to be converted from trams to trolleybuses was the sea-front service to Thorpe Bay. However, trolleybuses only rarely appeared on the route.

During this time the fleet had expanded considerably. The only Gloucester trolleybus ever built was supplied to Southend in 1935, it being a four-wheeled double-decker with

centre entrance,and numbered 122.Also about this time an AEC Q trolleybus was supplied new.Other vehicles included English Electric four and six-wheelers,whilst in 1938-9 several new AEC's were purchased.The last trolleys to be bought new were nine Sunbeam W's purchased in 1945-6. These were numbered 130-8 and 130 had a Brush body whilst the other eight had Park Royal bodywork.During the war the six AEC's nos.124-29,all of which,I think had double-deck bodies by Strachans,of 1938-9 were loaned to Bradford,whilst two English Electric vehicles were loaned to Nottingham.After the war the Corporation acquired 14 trolleybuses which consisted of ex-Wolverhampton double-deckers and ex-Teesside single-deckers.

Meanwhile the system itself was being 'pruned' the only two services remaining being the Eastern and Western Circulars.During this time the Corporation made an agreement with Westcliffe-on-Sea Motor Services and Eastern National Omnibus Co.The final co-ordination scheme was with just Eastern National (the latter having absorbed the Westcliffe company) and the already run-down trolleybus system was doomed.When the end came only the Western Circular service was in operation,this needing seven vehicles.On October 28th.1954,the end came when no.128,a Strachans bodied AEC of 1939,adorned in banners,was driven by the mayor to the garage.

After the cessation of operation,the nine Sunbeam W's of 1945-6 vintage were sold to Doncaster Corporation. Here they were allocated fleet nos.384-392.Those vehicles continued to run in their original state at Doncaster till they were rebodied by Roe between 1957 and 1959.

The trolleybus was unfortunate at Southend as it never had the chance to expand much further than the former tram termini,whilst they were rarely mingled with the crowds on the sea-front.Just think of all the possibilities if the trolleybus could have ventured west to Leigh-on-Sea or could have run regularly to Thorpe Bay.

In terms of vehicles,the Southend fleet was one of the most interesting in the country with the unique Gloucester,AEC Q and Starchans bodied AEC's.The livery of light blue and cream also helped to make each vehicle particularly attractive.

To round it up,the Southend trolleybus will be remembered for giving smooth,silent service along the suburban roads of the areas north of the sea-front.

I have also received an article from Howard Woolford on Southeld trolleybuses, but, to avoid dupliaction have ommitted this. I am very grateful to Howard for his contribution.

MAIDSTONE CORPORATION FLEETLIST

by Peter J.Blake

51-52 LCD 51/2 B.U.T. Weymann H56R 1959 - 1967
ex.Brighton Corporation built 1947. In store till 1953
54-55 GKN 379/80 Sunbeam W (BTH) Park Royal H56R
1943 - 1960 rebodied by Roe H62R in service 1960 - 1967
56-58 GKP 511-3 Sunbeam W (BTH) Park Royal H56R-
1944-1960 rebodied by Roe H62R in service 1960 - 1967
62 - 73 HKR 1-12 Sunbeam W (BTH) Northern Coachbuilders
1946 - 1967
83-84 CBX 532/3 Karrier (BTH) Roe H56R 1952 - 1961
ex.Llanelly and District built 1944
85-89 BDY 807/9/10/7/8 Sunbeam W (BTH) Weymann H56R
1959 - 1967 ex.Maidstone and District built 1947

WHEN A TROLLEYBUS DeWIRES

by D.E.Vickers

Last month I dealt with the problems at hand-operated frogs, and mis-firing electric frogs. However it is not always the drivers fault that his frog is incorrectly set, for, on some systems the firing 'pan' on the wires was so far from the frog that, if two trolleybuses were following very close together, the second bus may reach the firing pan before the first has arrived at the frog. Thus, if the first bus does not wish to fire the frog, but the second does, the frog will be incorrectly set by the time the first trolley has reached it - this was a common occurrence at the 'Trough' junction on the Manchester - Ashton services, where a 219 trolleybus following a 218 would bring the latter off the wires. I have heard that there have been a few frogs which were 'timed', i.e. a timing mechanism knew which route would be coming next and set the frog for that direction. However I have seen no definite proof as yet that such a system existed.

Thus poor wiring, junctions, breakers and incorrect manouvers can bring a bus off the wires, but so can faults on the vehicles themselves. This has been especially common as systems near the close, and vehicles are not maintained

'skid' which, because of constant friction with the wires wears down rapidly and has to be replaced approx once every two days. If this is forgotten a very worn, or non-existant skid will create much friction with the wires, and, besides placing unneccessary wear on the wire, can bring the trolleys off more easily, especially at high speeds. Another common fault is that the trolleybooms work loose from the roof. I doubt that this is a cause of dewirements, but causes great inconvenience to the passenger on the top deck as a boom is heard at every hangar, and this can be very loud at junctions. In this respect I always contrast Manchester and Bournemouth - the former being extremely noisy, especially near the close of the system, whereas trolleyboom noises from the latter were almost non-existant right up to the close of the system. Bournemouth also retained leather lace-up pads around the top of the trolleypole right up to the end, a feature that most systems lost in later years. Trolleybooms are always bound in insulating tape, but again, at the close of many systems this became very ragged with increasing dewirements - thus came about the common phrase in trolleybus circles of 'flying the flags', when trolley-poles trailed flapping lengths of insulating tape.

Once a trolleybus is off the wires there is the problem of replacing the poles, assuming no great damage to trolleybpoles or wiring has been caused. Because of the very strong springs when a trolleypole leaves the wires it usually flies vertically upwards well out of reach of the bamboo poles. The daring driver may clamber out of the emergency window onto the roof to retrieve his trolley, but this is not to be recommended with live wires just above your head. Bradford are well prepared for such eventuallities, and provide two bamboo poles so that one crew member can hook a pole round the base of the trolleypole and pull it down far enough for his mate to hook the trolleyhead with the other pole. Thus on most other systems the crippled trolleybus stands and waits for the next service trolley to borrow a second bamboo pole to retrieve the trolley in the same way.

Another method, not in the rule book, is, if the trolleybus has traction batteries, to drive the bus slowly forwards and allow a span wire to pull down the vertical trolleypole until it is low enough to be reached with the bamboo. This process usually removes the majority of the insulating tape bamboo

If the accident is severe so that the trolley is bent accutely the crippled bus must wait to be towed in, though trolleybuses have been known to run to garage on their own power with poles bent at most peculiar angles. As towing a trolleybus is always necessary in case of a breakdown, some manuafcturers provide provision for this by a thread for a towing loop to be screwed in the front, and also sometimes the rear, whereas on others the lower front panel is removable so that the towing bar can be affixed to the front of the chassis

If wiring is down also the power through that section must be switched off as quickly as possible from a section box, which are situated at power feeders (where there are breakers in the wire). This usually closes about ½ mile of route, but allows the remainder of the system to operate. Many unusual photographs have been taken on such occassions where service trolleys must try and turn once they reach the dead section e.g. reversing on batteries into narrow side roads.

From this series of articles it may sound as though a trolleybus dewirement is a common occurrence, and this is one of the many excuses frequently used for abandonment. Given a well maintained bus, probably positioned and erected overhead, and a driver who obeys all the rules, dewirements are very rare indeed, and if a trolleybus is positioned directly beneath good overhead speeds of 40-50 m.p.h. can be reached without any danger. However the lack of maintenance in later years, and the decline in driving standards, mainly due to the fact that on many systems trolleybus drivers need not be 21 years old, but, as at Walsall, the normal trolleybus driver is a youth of 19 years or so, meant that dewirement became increasingly frequent and turned both operators and public against the trolleybus.

Many enthusiasts have their favourite story about a dewirement or unusual occurrence on their local trolleybus system. Please write in to us about yours, we will be pleased to publish it in M & T News.

DARLINGTON TROLLEYBUSES by H. Brearley

Darlington, in the North, formed the first example of electric tramways constructed by a Corporation under the Light Railway Act of 1896, and as early as 1908 trolleybuses were

discussed,but this was not proceeded with.After the 1914 War the tramways were in a run-down condition and replacement by railless was recommended.Following the Darlington Corporation Act of 1925 a contract was placed with Clough Smith for 20 single-deck trolleybuses The vehicles 'Strakers' with Roe bodies opened the system in 1926 - for the date the vehicles were ugly. The system got away well,and the Strakers gave good service,running until the last was withdrawn as late as 1944.Also in 1926 4 English Electric single-deckers came on the scene,of better design.These were followed by Ransomes buses,English Electric,AEC,Leyland along with 5 Ransomes buses second hand from Rotherham - this was up to 1940.In 1942 delivery of Karrier buses started and went on until 1944,all single-deck with Brush bodies of good design.In 1947 the decision to abandon trolleybuses was taken,and to replace with motorbuses in easy stages.In the meantime 6 double-deck trolleybuses were ordered which order Darlington tried to back out of as it was thought that nationalisation might take place.However the B.U.T. double-deckers were delivered in 1949.Nationalisation as we now know did not take place,but,however,Darlington did still abandon in easy stages.The 6 double-deckers were sold to Doncaster while they were worth money, Doncaster paid approx £1,700 for them - this was in 1952,and Darlington went on till 1957 when the last trolleybus ran.The single-deck buses remaining were sold to Bradford Corporation,thus ended electric traction in Darlington.

ANOTHER BOOK REVIEW by Monocoach

LONDON TRANSPORT BUSES AND COACHES - B.B.F. No.12 27th.edition 5/= 72 pages 32 photographs Ian Allan 4⅞" x 7¼"

This is the only BBF to be issued in 1969 and brings up to date the London Transport fleet lists. Since the last issue many Merlins have entered service and the last RTL's have been taken out of passenger service,although still to be seen with RTW's on trainer duties.GS's are down by 7 to 21 and RLH's down by 2 to 42.Several RT's have also gone. Photographs,except for RML 1509 and RTL 241 are to a high stabdard,particularly of the GS.Preserved buses are up by 11 to 55.Good value as usual.

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And all moneys received from these will go towards the preservation of our vehicles - to seeing 231 and 37 run again, and to meet the many expenses of looking after old buses.

(SEE ALSO LIST ENCLOSED)

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FARE-TABLES - Not as old as the above, but these are 'staff' fare tables which include full details of how to issue tickets from the various types of machines. Most years from 1960 to 1966 (1/= each) and 1967 to 1969 (6d each).

Please add 6d postage for each timetable or faretable ordered by post, and 4d postage for ticket packs.

Well, so much for this month, next time its a printed cover or bust! Be seeing you,

Dennis E. Vickers